SEA JAY

ALUMINIUM BOATS

Owners Manual

www.seajayboats.com.au

Congratulations in joining the family of Sea Jay boat owners.

Boating has played a major part in our family life over many years, having been involved in boating from a young age through boat racing, as recreational fishermen and water skiers. It is through this passion for boating we deliver our high quality product to you with our personal pride and trust you will enjoy many memorable moments on some of the best waterways this country offers.

Colin Glass - Director/Owner

Now I am sure you are keen to get your boat down to the local boat ramp and take it for a run, but we ask that you please take a few moments first to read through this manual carefully. Inside you will find a lot of useful information about the features and operation of your vessel.

Some information within this manual may not apply to your area of boating, so if you are unsure about any item please check with your dealer or boating authority for information on local boating rules and regulations.

Remember always operate your vessel within safe boating practices.

What a better way to relax by **GETTING AMONGST IT** in a quality **Sea Jay Aluminium Boat** you can rely on and trust.

WARRANTY & USAGE INFORMATION

You should have received Warranty papers with your boat, motor and some auxiliary equipment fitted to your boat. Complete and return these items to ensure you are registered with the appropriate companies as an owner of their equipment.

Along with the Warranty cards you should have received operating manuals for your engine and electrical equipment. Please ensure you familarise yourself with the contents of these manuals as they contain valuable information regarding the operation and maintainance of the product.

It is very important you read the engine manual carefully, as modern engines are now largely electronically controlled and have warning and fail safe devices fitted should a problem arise. You should clearly understand how these function and what the various alarm systems mean. If you experience any difficulties, please contact your local SeaJay dealer. Dealer information is available online at www.seajayboats.com.au

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PREPARATION

Prior to leaving on your first outing (or, for that matter, any outing) there are certain items to check and activities to perform. Familiarise yourself with the boat before launching and consider the following suggestions:

RECOMMENDATIONS FOR SAFETY

Personal Flotation Devices: One approved Personal Flotation Device (PFD) of suitable size is required for each person aboard the boat. Always ensure children wear PFDs. Always check devices intended for young children for fit and performance in the water. Never hesitate to have all persons wear lifesaving devices whenever circumstances cause the slightest doubt about safety or where local boating regulations stipulate their use.

Underfloor Flotation: Flotation material should be checked regularly to assess its condition.

Do not overload or improperly load your boat. Maintain a clear walking area/freeboard at all times. Consider the sea conditions, the duration of the trip, the weather and the experience of the personnel onboard. Do not allow any person to ride on parts of the boat not designed for such use. Raised casting platform seating positions are for use at rest, not whilst under-way.

Understand the meanings of navigation buoys and never moor to one.

Be aware of the various distress signals. Slowly raising arms up and down in a boat is a recognised distress signal.

Monitor weather forecasts before leaving and during your trip.

Be especially attentive in areas where swimmers or divers may be operating.

Watch your wake. It might capsize a small craft. You are responsible for damage caused by your wake.

Pass through anchorages at a minimum speed and observe speed limits where applicable.

Learn and abide by common boating "rules of the water."

Before commencing on an extensive cruise, have current charts of the cruising area on board.

Keep an alert lookout. Serious accidents have resulted from failure in this respect.

Always instruct at least one person on board in the fundamentals of boat handling, should you become disabled or fall overboard.

Consider what action you would take under various emergency conditions such as a person overboard, fog, fire, a damaged hull or other bad leaks, motor breakdown, severe storm or collision.

Your boat is not intended to act as a flotation device if capsized.

Should the boat ever capsize or a similar catastrophic event occur, It is imperative that appropriate safety gear is utilised whenever circumstances give rise to the slightest doubt about occupants' safety.

It is also strongly recommended you remain with your boat should any such event arise, since you are more easily located by search plane or boat.

Keep lifesaving and fire fighting equipment (e.g. epirb, flares, etc) in good condition and readily available at all times. Monitor expiry dates also.

Have an adequate anchor and sufficient line (at least three to six times the depth of the water) to guarantee a secure hold in all types of weather and sea conditions.

Know your fuel tank capacity and cruising range. Your cruising range can be affected by many things, including weather conditions, tidal conditions, mechanical condition of your boat/motor and loading of your boat. If it is necessary to carry additional fuel, do so only in containers approved to carry fuel (per required regulations). It is good practice to allow a 50% margin over and above estimated fuel use.

Before departing on a boat trip, advise a responsible friend or relative of your intended route. Be sure to give that person a good description of your boat. Keep them advised of any changes in your cruise plans. These precautions will enable them to tell rescue organisations where to search and the type of boat to look for, if you fail to return. Be sure to inform that person upon return to prevent any false alarms about your safety.

HOT TIP

When mooring next to piers, docks or other boats use fenders or fender boards to protect your hull.

BASIC FLOTATION

Some portion of the boat will remain above water with the passengers clinging to the side. Please note that the vessel can be in any attitude as long as it floats within 6 inches from the surface.

MANDATORY EQUIPMENT

All states have a list of mandatory safety equipment that must be carried on board at all times. There are different requirements for inshore and offshore operations with variations from region to region. Many dealers package the basic safety kit with the boat at the time of sale, be sure to obtain a copy of your state regulations to ensure you have everything required.

Look after safety equipment, store it carefully in the boat and regularly check it is all in good condition, especially life jackets, flares and other safety devices. Be sure to read the accompanying instructions and ensure you clearly understand how to use everything - particularly life jackets.

If you plan to carry children on board, check the life jackets are suitable for their size and weight. You may need to exchange jackets from the standard package to ensure the children have a style and size appropriate to their needs.

STATIC FLOAT ATTITUDE

The static floating attitude of your boat can be affected by many variables. Optional equipment, passengers and loading of gear are the biggest contributors to a boat's lean. After launching, the floating attitude of any new boat can be adjusted. If your boat leans to one side, load items on the opposite side until the boat floats with a more level attitude.

ATTENTION

Your boat is equipped with at least two transom drain plugs. Make sure these plugs are tightly in place. Failure to install the drain plugs securely will result in the boat filling with water when launched.

The above is a sample plate of boats built with basic floatation. Your boat will contain one of these plates to the appropriate floatation standards.

OPERATING

Many people would love to own and use a boat, but are kept away from their dreams by fears they would not be able to launch, operate and retrieve a boat. This uncertainty is relieved with practice and experience and you will soon gain confidence.

The following sections are designed to give you the skills to become a more confident and aware boat operator on protected waters.

FUELLING PROCEDURES

Internal Built-In Fuel Tank

If fuelling the boat whilst in the water, be sure it is securely moored to the dock.

Turn off all electrical equipment including the engine, appliances, lights etc.

Extinguish all cigarettes, cigars or other items that may produce a spark or flame.

Through-deck fittings are provided for fuel tank filling. Remove the cap and insert the fuel supply nozzle, allowing the nozzle to maintain contact with the fitting; this will prevent possible static sparking.

If, when filling the tank, you can't put fuel in at a reasonable rate, check the fuel vent line to see that it's not kinked or blocked. If the problem persists consult your dealer.

When you have finished fuelling, replace the fill cap and wash off any fuel spillage.

Fuel up on your way to the water, not on your way home or before you store your boat.

Allow for thermal expansion of the fuel on very hot days. Do not over fill the fuel tank.

Our boats have many different fuel tanks to suit our broad range. Some tanks are deeper than others. Depending on the fuel tank depth and the length of the fuel sender, the gauge may not give a true indication of the amount of fuel remaining in the tank when the gauge reads 'empty'.

The first time the tank is filled, have someone fill the tank slowly while watching the fuel gauge. As soon as the gauge moves (and remains) at a point above "empty" stop filling the tank and note the amount of fuel registered at the bowser.

This is an indication of the fuel reserve in the tank. Never assume there is enough reserve in the tank to get home as the fuel gauge may read differently while at sea due to attitude, lean or list of the boat.

ATTENTION

Spilt fuel may damage the paint work, the plastic side pocket material and the carpet on your vessel. If a fuel spill occurs insure it is cleaned up immediately.

Portable Fuel Tank

Remove the tank from the boat for filling.

If your outboard requires a petrol/oil mix, follow the engine manual instructions for the proper lubrication oil and petrol ratio mix.

Before placing the tank back in the boat, wash off any spilled fuel.

Some portable tanks have vent screws which must be open during engine operation.

ATTENTION

Do not use fuels that incorporate any form of alcohol or alcohol derivatives or ethanol. Alcohol and ethanol's may destroy marine fuel system hoses and components, which could lead to hazardous leaks, fire or explosion.

ENGINE USE

The engine operating and maintenance manual provided with your boat describes pre-start and starting procedures. Modern engines are designed to be started in a particular way. Read the starting procedure for your engine carefully prior to attempting operation.

Special Note: The following advantages and disadvantages of a Lanyard Stop Switch should be considered before electing to use such a switch.

Advantages

The purpose of a Lanyard Stop Switch is to stop the engine when the operator leaves the control station, either accidentally by falling in the boat or by being ejected overboard. This is most likely in certain types of boats, such as low sided models or high performance boats and/or as a result of poor operating practices such as sitting on the back of the seat or standing at planing speeds, operating at high speeds in shallow or obstacle infested waters, drinking and driving, or daring high speed boat manoeuvres.

Disadvantages

Inadvertent activation of the switch is also a possibility. This could cause any or all of the following potentially hazardous situations:

1. Loss of balance and falling forward of unstable boat passengers – particularly in low bow rider style boats.
2. Loss of power and directional control in heavy seas, strong current or high winds.
3. Loss of control when docking.

ATTENTION

As we cannot possibly know of and advise the boating public of all conceivable boat/power package types and/or poor operating practices, the final decision of whether or not to use a Lanyard Stop Switch rests with you, the owner/driver. It is recommended that the lanyard be attached to the driver/operator when ever the engine is in operation.

ENGINE STARTING

DO NOT continuously operate the starter for more than 15 seconds at a time.

On boats so equipped, check the oil pressure, voltmetre and temperature gauges immediately after the engine starts. Make a visual check to ensure a strong jet of water is squirting from the engine tell tail. Lack of water here may indicate a faulty impeller or a block in the tell tail or water intake. Try clearing the outlet with a suitable piece of wire before proceeding, or contact your nearest dealer.

BEFORE YOU LEAVE

Providing you have not encountered any problems, you are almost ready to go. (If you did encounter problems, do not attempt to operate your boat until they are corrected). Before you leave, perform the following steps:

- Check the operation of equipment such as bilge pumps, running lights, radios, etc. Check the steering. Turn the steering wheel to a complete lock, clockwise and anti-clockwise, to ensure that there is free movement.
- Instruct passengers in the use and location of flotation devices.
- Obtain a reliable weather forecast and plan accordingly for everyone's comfort and safety.
- Notify a responsible friend or relative of your intended path. Upon your return or a change in your cruise schedule, notify that person again to avoid unnecessary concern.
- Ensure everyone is seated (in or on a seat).
- Be certain any operator has not been or is not consuming alcoholic beverages/or non prescribed drugs.
- With all pre-departure checks now completed, you are ready to leave the dock.

NECESSARY MAINTENANCE

- **Hose inside boat after use with a substantial quantity of fresh water.**
- **Leave boat permanently tilted to drain after use.**
- **The flotation material is susceptible to degradation upon contact with petrol.**
- **Flotation material should be checked regularly to assess its condition.**

HOT TIP

Carry plenty of rope that is properly sized for your boat. We suggest at least two 10m lengths of 10mm rope.

HOT TIP

When commissioning a new boat, do not plan an extensive trip until you are sure all equipment is functioning properly and you are familiar with the boat's operation.

MANOEUVRING

BASIC MANOEUVRING

Remember all boats steer by the stern (the feeling is much like steering your car in reverse). For example, when turning the steering wheel to the left, the stern of the boat will swing to the right as the boat goes into a left turn. This is particularly important to remember when docking, or in close quarters with other boats.

There are no brakes on a boat. Stopping is accomplished by allowing the boat to slow down (under 10 km/p/h) and putting the engine in reverse. Gently increasing reverse power allows you to stop the boat in a very short distance. A boat does not respond to steering in reverse nearly as well as it does when going forward, so do not expect to accomplish tight turning manoeuvres when backing up.

Once you are away from the dock, devote some time to learning how to manoeuvre:

- Practice docking by using an imaginary dock.
- Practice stopping and reversing.
- When operating in close quarters or docking, all manoeuvring should be done at idle speed.
- Proceed with caution in congested areas.
- Gradually increase your speed. Familiarise yourself with the boat before attempting any full throttle operation.

PREPARATION

Proper docking requires preparation. Start by making sure you have adequate mooring gear that is stowed correctly and ready for use. Your dealer is the best source for information concerning the amount and type of equipment you should carry.

APPROACHING THE DOCK

When approaching a dock, lower your speed within reasonable distance to allow the wake to subside before it reaches other boats, or docks.

As you get close to the dock, check for any wind or current action that may affect your manoeuvre, then make a conservative approach with these factors in mind. Try to use the elements to your advantage. Allow them to carry the boat into the dock. If there are high winds or strong currents, it is best to approach from the lee side (against the wind and current). With a mild current and little or no wind, it is best to approach from the windward side (with the wind and current).

While approaching, ensure all lines are attached to the cleats on the side facing the dock. Also ensure fenders are lowered on the same side. Be sure to check the fenders are hung at the proper height.

Approach at idle RPM at an angle approximately 45 degrees to the dock. When the bow is within a few metres of the dock (starboard side) the stern can be brought alongside by turning hard to port. Next, turn to starboard and at idle RPM put the boat into reverse. This will stop the boat and bring the stern closer to the dock. These steps are reversed for docking to port. A precaution should be taken not to allow limbs between the boat and the dock.

LEAVING THE DOCK

Take into account the wind, tide, current and other forces that affect manoeuvring when leaving the dock. Most manoeuvring to and from a dock is best accomplished at idle speeds. Do not forget to release the mooring lines and stow the fenders.

When leaving a dock on the starboard side and the bow cannot be pushed away from the dock first observe the following points:

Start forward with the steering wheel turned to starboard for two or three feet.

Then shift to reverse with steering full to port.

Repeat if necessary to shift the stern far enough away from the dock to be clear of other boats that may be moored ahead. (Reverse these steps when leaving a dock located to port.)

BOLARDS

DO NOT tow your boat or use your boat to tow other boats: Damage caused to a boat due to towing behind another vessel or towing another vessel WILL NOT be covered under warranty. The stress caused by towing in this way is outside the design specifications for our boats. A customer using a boat as a tender for a larger vessel must transport the boat on the larger vessel.

ANCHORING

Pick a spot where the boat has room to swing around the anchor without hitting other boats or objects.

Avoid anchoring in channels or narrows where you may interfere with traffic. You could cause another boat to run aground or you might be run down by larger craft.

Never tie up to, or obstruct the view of a buoy. This contravenes marine law.

Approach the site slowly, keep the bow into wind or current, whichever is stronger. Drift into position and lower the anchor.

When anchoring, lower the anchor and chain from the bow - don't drop or throw it. When the anchor reaches the bottom, drift or reverse slowly until the anchor holds. Feed out line 3 to 6 times the depth of the water. Keep feet and legs clear of the line.

Turn the line around the bow cleat and tie a hitch.

To raise the anchor, inch forward under power as you take in line. When the line is vertical, raise the anchor. If it's not free, tie the line off on a cleat and then circle the anchor slowly, keeping the line under strain.

Don't let the line get close to the propeller.

BOAT PERFORMANCE

Boat speeds are affected by many factors. Some such as temperature and altitude, cannot be changed, but some factors can. When loading, only take the necessary equipment with you. Keep weight at the lowest level possible and evenly distributed. Weeds, barnacles and other growth will degrade performance. Keep the bottom of the boat clean. Don't attempt high speed turns above 40 KPH.

Altering the boats hull or permanent fittings, or extras like foils, can effect the safety characteristics of the boat. Expert advice should be taken before doing so. The stability of the the boat can be affected in windy conditions, resulting from the fittings of canopies, "clears" & other forms of weather protection.

BASIC MANOEUVRING PRINCIPLES

LEFT TURN

Turn wheel to left. Stern will move to right

RIGHT TURN

Turn wheel to right. Stern will move to left

BACKING TO LEFT

Turn wheel to left. Stern will pull to left

ATTENTION

Persons in the water can be seriously injured, or killed if struck by a rotating propeller. Operate the motor only when an operator is seated securely at the controls. Turn the motor off when swimmers are entering or leaving the boat or in the water near the stern.

RUNNING YOUR MOTOR

Outboard engines usually deliver their best fuel economy at around 4,000-4,500 rpm. So, always try and set the boat up in this range when travelling any distance. The amount of load in the boat will also influence fuel economy to a degree, so don't fill the boat up with unnecessary items.

If you do not have a tacho to monitor revs, locate a spot between half and two thirds throttle where the hull is sitting up on top of the water and planing cleanly. It is likely the optimum rev range is at this point.

PROPELLER

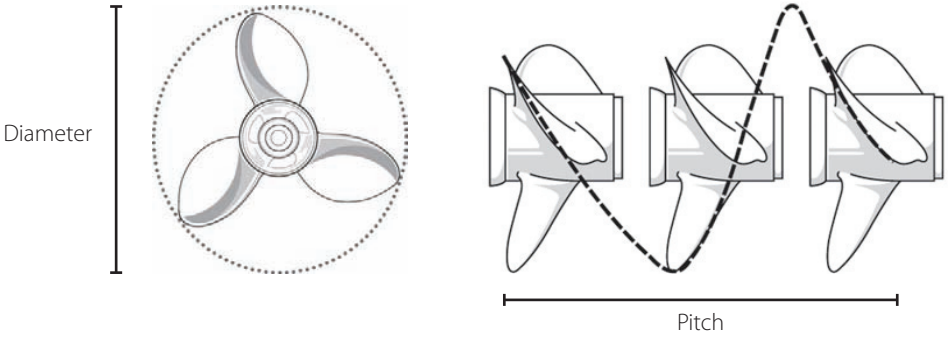
Propellers have two basic characteristics;

1. diameter and
2. pitch.

Diameter applies to the circle inscribed by the blade tips, measured in inches.

Pitch is the theoretical distance (measured in inches) a propeller travels when it has rotated one complete revolution.

PROPELLER CHARACTERISTICS



For example, a propeller with a 21 inch pitch, when rotated 360 degrees advances 21 inches through the water.

Because of the essential phenomenon of blade angle attack and slippage, a propeller cannot advance further than about 90 percent of the pitch number, though 80 to 85 percent is quite common.

REPLACE DAMAGED PROPELLERS

Propellers should be free from major nicks, excessive pitting and any distortions that alter the original design.

Operating your boat with a damaged propeller may cause the following:

- Reduce top speed.
- Introduce undesirable handling characteristics
- Reduce fuel economy.
- Create unpleasant vibrations leading to increased sound level. Excessive vibrations hasten wear to rotating and reciprocating engine components, which may cause costly damage.

VENTILATION

While often called cavitation, ventilation is really a different effect. At times when a boat enters or leaves a sharp turn, the propeller seems to slip and lose thrust and the engine may over rev. This problem is normally caused by air or aerated water entering the propeller.

This can be rectified by one or more of the following:

- Replace a damaged or incorrect propeller.
- Set outboard at a lesser trim angle (trim unit inward).
- Use a cupped propeller if one is not already in use.
- Contact your dealer to check the motor height.

ATTENTION

- **Use caution with skier in tow as tow rope may backlash into cockpit when released,**
- **Only tow water skis, wakeboards or recreational towables,**
- **Do not tow parasails, kites, other boats or any device that is designed to become airborne when towed behind a boat,**
- **Do not tow more than one person at one time,**
- **Always wear an approved personal flotation device (PFD),**
- **Do not allow anyone near the propeller(s), even when engine is switched off. Propeller blades can be sharp and can continue to turn after engine is off.**

BOAT RUNNING ATTITUDE

If your boat runs with the bow too high at cruising speeds, observe the following points to achieve a more correct and efficient cruising attitude:

Move some weight forward in the boat.

Adjust the thrust angle of the engine (reduce the distance between the bottom of the transom and the drive unit).

This is commonly referred to as trimming down or in, or applying 'negative trim'. See your engine owner's manual for further trimming instructions.

If your boat runs with the bow too low at cruising speeds (usually indicated by water coming off the hull too far forward and steering difficulty or veering off course). Raise the bow by performing the opposite of the steps above. This is referred to as trimming up or out, or applying 'positive trim'.

For maximum effectiveness when planing, the hull should be at a 3 to 4 (three to four) degree angle to the water.

STEERING WHEEL PRESSURE

This pressure, or pull, is corrected by adjusting the trim position of your outboard so the prop shaft is parallel to the surface of the water. If this is not possible, the trim tab located under the aft end of the anti-ventilation plate can be adjusted by your dealer.

The trailing edge of the trim tab should be turned in the direction the boat is pulling. Small adjustments should be made until the steering has neutral torque (pull) at the desired speed.

We suggest using your normal cruising speed. When running faster or slower than this speed, a minimal amount of torque will be present.

ATTENTION

There is a risk of falling or ejecting out of the boat if standing or moving while the boat is in motion. If someone must stand while the boat is in motion, avoid speed changes that could cause the standing person to lose balance. Bow riders should not have people in the bow standing or kneeling or changing positions while the boat is in motion.

PASSENGER AND GEAR LOADING

The maximum recommended load includes the weight of all persons onboard, personal effects, equipment, cargo from all consumables liquids. (eg. water, fuel). When loading the craft never exceed the maximum recommended load. This may mean having fewer persons on board, then recommended on the Australian Builders Plate.

The maximum number of person on board os determined by relative standard. Eg AS1799.1/ ABYC. This capacity is determined for calm waters as a reduction must be made in adverse weather.

As passengers occupy different seat positions you will notice the boat's speed change. Passengers must never change seat location while the boat is moving. As this shift in passenger weight alters the planing angle of the hull in much the same manner as though the drive unit angle were changed (trim was altered).

A shift of passenger or gear load forward or aft will often correct minor boat riding deficiencies.

Take care when placing items such as cooler box, water jugs, tackle box, anchor, tools, portable fuel tanks, etc., to help create more desirable running attitudes.

For best boat and motor performance, the boat should be trimmed as described in "Boat Running Attitude" or to suit the prevailing conditions. Passengers and equipment should be distributed in the boat so it is evenly balanced both front to back and side to side.

PASSENGER & GEAR LOADING

INCORRECT
Overload Forward causes Boat To 'plow'

INCORRECT
Overload aft causes Boat To 'porpoise'

CORRECT
Balanced Load Gives maximum performance

ATTENTION

Your boat has been constructed for normal boating conditions. Using your boat in adverse conditions or outside of its design limits could affect it structurally and may void your warranty. It is the operator's ultimate decision on what conditions the boat is used in.

TRIM ADJUSTMENTS

When trimming the engine from a mid-trim position (trim tab in neutral straight fore-and-aft position), expect the following results:

Trimming engine up (out) characteristics:

- Will lift bow of boat, generally increasing top speed.
- Transfers steering torque harder to left on installations below 23" (58 cm) transom height.
- Increases clearance over submerged objects (depends on speed/latitude)
- In excess, can cause porpoising and/or ventilation.
- If trimmed out beyond the water pickup, reduced water supply can cause serious overheating.

Trimming engine down (in) characteristics:

- Will help you get on the plane quicker, particularly with a heavy load.
- Usually improves ride in choppy water.
- In excess, can cause boat to veer to the left or right (bow steer).

- Transfers steering torque harder to right (or less to the left).
- Improves planing speed acceleration (by moving tilt pin one hole closer to transom).

ATTENTION

Excessive trim out also may reduce the stability of some high speed hulls. To correct instability at high speed, reduce the power GRADUALLY and trim the motor slightly before resuming high speed operation. Rapid reduction in power will cause a sudden change of steering torque and may cause additional momentary instability.

INSTRUMENTS

While under way, instruments should be checked frequently for possible indications of trouble.

Tachometer (if fitted)

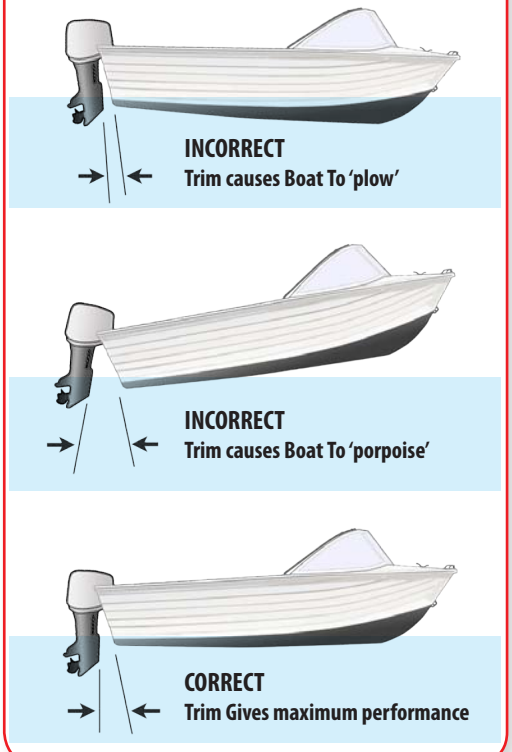
A tachometer is an electrical instrument that indicates engine Revolutions Per Minute (RPM). The tachometer is useful for monitoring engine speed to avoid exceeding the maximum RPM rating. In addition, it can be used to detect performance changes by comparing speedometer readings at various RPMs.

Temperature Gauge (if fitted)

The temperature gauge indicates engine coolant temperature by monitoring a signal from a sending unit installed in the engine water jacket. When the gauge reads in the danger area, shut off the engine and diagnose the problem.

A common cause of overheating is picking up a foreign object in the water intake. Usually, raising and lowering the outboard will free it. Backing up in reverse gear, then pulling ahead in forward gear for 2 - 3 (two to three) metres is helpful too.

TRIMMING THE ENGINE



Oil Pressure Gauge (if fitted)

The oil pressure gauge indicates engine lubricating oil pressure. Low oil pressure readings are generally caused by low oil quantity. In any case, immediately shut down the engine and diagnose the problem.

Fuel Gauge (if fitted)

The fuel gauge indicates fuel level. Since boats are exposed to rough water conditions and varying degrees of trim, fuel gauge readings are often inaccurate. It is always good to keep track of your running time as a double check against an inaccurate gauge.

Compass (if fitted)

Many factors affect the operation of your compass, such as local magnetic variation and deviation (induced needle deflection caused by metal components and the operation of electrical equipment aboard your boat).

Each compass must be "swung' (compensated) to adjust for individual boat characteristics, and for the particular compass installation. It is vitally important, therefore, that you have your compass professionally swung before using it for serious marine navigation. Contact your dealer for more details.

ELECTRICAL SYSTEM

Battery (if fitted)

The key to a good marine electrical system is the battery. On some models the condition of the battery can be read on the voltmetre when the ignition switch is in the ON position.

With the engine not running, voltmetre readings in the 11.5 to 12.5 volt range are considered normal. Readings in the 10 to 11.5 volt range indicate a marginal charge condition. Readings below 10 volts indicate a seriously discharged condition.

With the engine running (over 1500 RPM), voltmetre readings of 13 to 14 Volts are considered normal. Readings below this indicate a severely discharged battery or a non-functioning charging system.

Check the battery electrolyte level regularly. Remove the caps on top of the battery and observe the level of the fluid inside. If the zinc plates are exposed, add distilled water until they are covered again. Corroded terminals can impair battery performance and charging ability.

Clean terminals with baking soda and water; then coat with a preservative or a light film of grease. Be sure all battery connections are tight. When storing the boat, it is best to remove the battery, give it a full charge and store inside away from extreme temperatures.

HOT TIP

Before each trip ensure the battery is fully charged and the charging system (if applicable to your model) is fully operational. Insure the battery CCA (cold cranking amps) rating is suitable for the engine fitted to the vessel.

GENERAL MAINTENANCE

In addition to instructions found elsewhere in this manual and in the literature specific to certain components, the following information is provided for general maintenance and repair.

Because conditions vary widely in different areas and the frequency and type of use can differ greatly between owners, intervals for maintenance are not listed here. Use the appropriate engine owners' manual and common sense to determine the frequency of maintenance. Your vessel will require maintenance to insure the condition of your vessel doesn't deteriorate. For specific engine usage, maintenance and repair guidelines refer to the appropriate outboard owners' manual.

YOUR ENGINE

If you use your boat infrequently, it is advisable to buy a freshwater engine flushing connection appropriate to your particular engine. Turn the hose on, then when water is coming through the tell-tail, start the engine and run it for a few minutes. This will flush away residual salt and keep the motor in good shape.

A common cause of outboard failure is a blockage in the fuel supply, or contaminated fuel. If operating off a carry tank fuel supply and the motor simply sputters out, check two things first.

Ensure the tank has not been placed on a section of the hose pinching it closed.

If you have the type of tank that requires it, make sure the cap is ventilating properly.

Some models are set up with a water separator, which takes care of water in the fuel. This can be caused by something as simple as condensation in the tank. If using carry tanks, familiarise yourself with the position of the small filter fitted to the engine. Cleaning this will often get you underway again.

Because water sinks to the bottom of a fuel tank, placing the carry tank on an angle - or parking the boat on an angle in the case of underfloor fuel tanks - causes all the water to collect in the lowest corner of the tank. A syphon pump can then be used to remove all of the water.

Contaminated fuel is rare, but it is advisable to understand its implications.

CABIN AND TOP SIDE AREAS

Check your entire boat from time to time. Check bow rails, ladders and grab rails for loose screws, breaks, sharp edges, etc., that might be hazardous. Check inventory and inspect life jackets for tears and deterioration. Check signaling equipment. Inspect anchor, mooring and towing lines and repair or replace as required. Do not stow wet lines since mould and mildew may result.

WINDSCREENS

Salt and brackish water are capable of etching and damaging windscreens and windows. Keeping windscreens clean is the best preventative measure to take.

When windscreen cleaning, flush with fresh water only. Exercise caution when cleaning windscreens because they can scratch easily.

Note the following instructions:

- Use generous amounts of fresh water to wash off dust.
- Use bare hands with plenty of water to dislodge any caked dirt.

- Use a soft, grit-free cloth or soft, clean sponge.
- Never use glass cleaning solutions or dusters, as they will scratch the surface.
- Do not use solvents such as acetone, kerosene, benzine, carbon tetrachloride, fire extinguisher fluid, dry cleaning fluid, lacquer thinner or any type of cleaning product containing these items, since they will attack the surface.
- When finished, rinse with fresh water and dry with a clean, damp chamois using a blotting action.

ATTENTION

When washing the windscreen use only fresh water.

STAINLESS STEEL

Stainless steel fittings should be cleaned with neutral soap and water. Because irreversible pitting will develop under rust that remains on stainless steel for any period of time, it is best to remove rust spots immediately with a chrome cleaner. Then coat the railing or fitting with a good car or boat wax. Never clean with mineral acids or bleaches. Also, do not allow stainless steel to come into continuous contact with iron, steel or other metals which could cause contamination leading to rust or corrosion.

SEATS

Please ensure you regularly remove all seats from floor positions and clean thoroughly. Seats may seize or bind if permanently left in place.

ATTENTION

The seats or lounges are not to be stood on, or used as steps to enter or exit the boat. This practice could cause injuries to the boat occupants and also damage the seat and or fabric.

FABRICS

Prior to cleaning any fabric, we suggest testing the cleaning solution on an inconspicuous area.

Vinyl tops and upholstery can be cleaned using a neutral soap and water solution. Vinyl cleaners and conditioners are not recommended for use on upholstery. To prevent rainwater seepage at the seams, a coating of Scotch Guard can be applied on the inside of the vinyl top.

Mildew can occur if the boat does not have adequate ventilation. Heat alone will not prevent mildew. If mildew does occur, it can often be removed using a solution of hot water and laundry bleach (as per manufacturer's instructions). Brush the solution into the affected area, leave for 10 to 15 minutes and rinse with plenty of fresh water. If possible, the vinyl top parts of your boat should be stored indoors in a fairly warm, dry place. This will greatly extend the life of the material. Dry cleaning should be considered for interior fabrics other than vinyl.

INSTRUMENTS AND GAUGES

When instruments are exposed to a saltwater environment, salt crystals may form on the bezel and plastic covers. These salt crystals should be removed with a soft, damp cloth; never use abrasives or rough, dirty cloths to wipe plastic parts. Neutral household detergents or plastic cleaners can be used to keep the instruments bright and clean.

ATTENTION

Do not place vessels in salt or chlorinated pools.

HULL, PAINT SERVICE AND WARRANTY.

To maintain the appearance and value of your boat, it is necessary to perform regular maintenance using the proper procedures. Always maintain your boat in compliance with any pertinent environmental pollution control regulations.

Carefully select the products to be used for washing etc., to be sure they do not contain corrosives. If in doubt contact your authorised dealer for assistance.

OXIDISATION

Aluminium reacts naturally with the environment and produces a protective coating called oxide. This process is called oxidisation. Salt and moisture are very common causes of oxidisation in boats and is a normal reaction.

In a painted boat, this reaction can cause the paint to bubble and flake off in areas throughout the boat where the paint seal has been broken and allowed moisture to enter. This is only a cosmetic reaction and will not affect the boat structurally.

Should oxidization affect the paint work some maintenance will need to be carried out to retain the appearance of your vessel:

- Sand the affected area removing the bubbled paint and any signs of oxidisation. Feather in the edges of the remaining paint work.
- Clean the area of all contamination using a prep solution.
- Mask off the areas not being repaired.
- Apply a suitable etch primer to the sanded area and allow to dry.
- Apply the top coat to the area to be repaired and allow to dry.
- After allowing the paint to dry, buff the area to blend in the repair.
- Advice and materials for this type of maintenance can be obtained from your local dealer.

In unpainted boats most customers do not realise this reaction is occurring because there is no paint to bubble and flake. The reaction is shown by the normal dull appearance unpainted boats develop over time.

WARRANTY POLICY

Paint is warranted against defective paint or application, NOT against the normal effect of oxidisation around unsealed edges and fittings. Oxidisation is normal for aluminium boats and is only cosmetic if not caused by a dissimilar metal. Salt and moisture reacting with the aluminium will not affect the boat structurally.

ATTENTION

Cleaning products can be dangerous. Some are poisonous, others can ignite or react with a hot part of the vessel, e.g. outboard motor. Some are dangerous if the fumes are inhaled in an enclosed space. When using anything to clean your boat, be sure to read and follow the manufacturers instructions.

Never use the following to clean your boat:

- Petrol
- Benzine
- Carbon tetrachloride
- Acetone
- Paint thinner
- Turpentine
- Lacquer thinner
- Nail polish remover
- Or any products containing these or similar items.

THE HULL

Marine aluminium does not need to be painted for protection from the elements, unless the boat is moored permanently for long periods. It is already highly resistant to corrosion and will not deteriorate if simple precautions are taken.

Always wash the boat off with fresh water after removing it from the water. This alleviates corrosion- causing surface oils and dirt.

CLEANING UNPAINTED BOATS

The shiny finish on unpainted boats will normally develop a surface oxidation film over time. This film is usually dull in colour and will actually protect the metal beneath indefinitely with nothing more than an occasional wash. However, the bright aluminium finish can be restored by following this recommended procedure:

- Remove all surface dirt and oils. Note Some washing detergents are highly alkaline or acidic. These will remove the protective surface oxidation film and must not be used.
- Rinse with plenty of fresh water and dry the boat with a clean, damp chamois.
- Polish the hull surface with an abrasive compound or automotive aluminium wheel cleaner. Follow the directions provided in the polish manufacturer's instructions.
- Be aware the oxide will return, this is a natural aluminium reaction to outdoor elements.

CLEANING PAINTED BOATS

The following soiling left on your boat may cause corrosion, discolouration and stains - wash them off as soon as possible:

- Seawater
- Anti-freeze from road travel.
- Soot and dust, iron powder from factories, chemical substances such as acids, alkalis, cola tar etc.
- Bird droppings, insect carcasses, dried old bait, sap, fertilizers etc.

WASHING

Chemicals contained in the dirt and dust picked up from the road and prolonged exposure to dried salts from seawater, can damage the paint coating and aluminium of your boat. Frequent washing with fresh water is the best way to protect the boat from this damage. Ensure the bung/s are removed and increase the height of the jockey wheel (leave boat permanently tilted) on the trailer to allow residue water drain after use.

ATTENTION

Do not use petrol or paint thinners to remove road tar or other contamination from the painted surface.

After each use spray with fresh water to remove the salt and dust. Next, using ample fresh water and a sponge or soft car washing brush, wash the boat from top to bottom.

Rinse thoroughly and wipe dry with a chamois or soft clean cloth. After washing carefully clean and dry joined panels around fittings etc. where moisture and salt is likely to remain. After washing allow the hull to dry thoroughly before storing undercover.

ATTENTION

Never use any form of acids or alkalis to remove contamination or to wash the boat. Besides being harmful to the paint film, it can do great damage to the boat's structure.

The vessel should be left outside to dry for at least 3 days to insure all moisture in the vessel and carpet is dry.

POLISHING

The boat should only be polished if the paintwork has become stained or lost its lustre. Polishing does remove some of the paint's film thickness.

DAMAGED PAINT

Small cracks and scratches in the paint coating should be touched up as soon as possible with the touch-up paint supplied with your boat. Check the boat regularly for damage from oxidisation, flying stones, bait knives, anchors and chains etc.

ATTENTION

Only use paints recommended by paint experts as safe and suitable for use on aluminium boats.

SPECIAL CARE FOR MOORED BOATS

If permanently moored in salt or fresh water, your boat will collect marine growth on the bottom. This will detract from the boat's beauty and greatly affect its performance. There are two methods of preventing this:

Periodically haul the boat out of the water and scrub the bottom with a bristle brush and water.

It is recommended to paint the hull below the waterline with a good grade of antifouling paint if permanently moored.

NEVER use red lead or red oxide primers.

NEVER use mercury, arsenic or copper-based bottom paints, since these may cause electrolysis on some of your boat's metal parts.

When the boat is out of the water, frequently check all metal parts for stray current erosion. Stray current erosion, or electrolysis, can be prevented in several ways. The best way is to fit isolator switches, and turn it off when the vessel is not in use, this will disconnect the battery from the vessel's electrical systems.

TRAILER INFORMATION

MAINTAINING THE TRAILER

Galvanised trailers are coated in a galvanised finish. This chemical process bonds very hot liquid zinc to the trailer and its components. The zinc covering forms a barrier that protects the steel under the zinc. The environment in which the trailer is used, stored and maintained determines the level of deterioration of the zinc. In areas of high humidity, high salinity or poor water quality, it is common for the zinc finish to deteriorate very quickly. A high level of care is required in these environments.

Trailers must be washed thoroughly after use and stored in a dry, well ventilated area. Salt residues may drop onto your trailer from the hull above while in storage. If this occurs, wash as soon as possible.

It is normal as the zinc surface ages that a white powder (calcium carbonate) forms on the galvanised components. Calcium carbonate is normally evident in the low drainage points of the trailer where salt residues collect.

Couplings

Connect the coupling to the tow bar by placing the coupling directly over the ball, pull up the handle and let the coupling slide down over the ball then release the handle letting it bottom out on the top of the coupling. Mechanical, hydraulic and standard couplings need to be greased every six months or when there is no grease present on the shafts.

Safety Chains

Connect the safety chain to the vehicle with D shackle supplied with the trailer. Do not use a padlock between the safety chain and the car while travelling.

Jockey Wheels

When manoeuvring the trailer on either concrete, lawn or a soft surface, the jockey wheel should be in its wound down position. This enables easier manoeuvring of the trailer.

Axles and Springs

It is recommended that the suspension components be inspected at least twice yearly for any evidence of loose u-bolts, bolts and corrosion or breakage of the leaf springs. Painted and galvanised suspension components should be sprayed regularly with products such as lanolin based sprays.

Wheel Bearings

Wheel bearings should be checked at least every 90 days and before putting the boat away for any lengthy period. They should be replaced every 6 months depending on trailer use.

For a quick check, jack up the wheel and give it a wobble from side to side:

If there is slack in the bearing you will need to retighten the axle hex nut and give the wheel a spin.

If it is noisy you will need to change the bearings.

If you re-assemble the hub and there is evidence of water, this will also render the bearings unfit for use and require replacement.

Routinely check the wheel hubs whenever you stop for fuel or refreshments. If the hub feels abnormally hot, inspect the bearings before continuing. On extended trips, carry spare wheel bearings, seals and races.

Brakes

If your trailer is braked, the braking system is a disc brake over-ride system with either mechanical (cable operated) or hydraulic (fluid operated) brakes.

At any sign of deterioration, mechanical brake cables need to be replaced. To adjust the tension on mechanical brakes ensure the boat, motor and all equipment are on the trailer. The cable can then be adjusted at the front pully or the adjustment bolt on the calliper. Remember to leave enough slack in the cable to allow for the flex in the trailer while underway.

Trailers with a gross mass over two tonnes are fitted with hydraulic electric braking system and disc braked on all four wheels. This system needs an in-car electronic electric brake controller to operate it correctly, owner supplied and fitted by an auto electrician. The braking unit must be mounted high over the coupling and kept clear of submersing and high pressure cleaners at all times.

It is important to check the trailer's brakes for operation prior to departure on each trip.

Alloy and Steel Wheel Stud Patterns

Alloy 9", 10", 13" and 14" wheels - stud size: 7/16", pitch circle diameter: 108mm (41/4 commonly called HT).

Tyres

Correct tyre pressures are located on the yellow sticker at the front of your trailer and on the tyre's side wall. Regular checks for the correct inflation pressure and uneven tyre wear should be carried out. It is recommended for maximum tyre life that the tyres be rotated on the rim every 12 months or 6 months for heavy use. It is also recommended that a spare wheel is carried along with the tools required to change them.

ATTENTION

Wheel nut torque on the trailer wheel and the spare wheel should be checked at regular intervals.

Trailer Frame Drainage

It is important that the drain holes throughout the trailer frame are kept clear and checked on a regular basis. This allows for drainage of any trapped water to exit the frame.

Trailer Lighting

Lighting and wiring need a six month inspection to ensure that there is no cracked lamp lenses, no corrosion has got into the wiring, lamps and that all functions of the lamps are working.

Check tail lights and turn signals work when attached to the towing vehicle. Before backing the trailer into the water, disconnect the light plug from the car. This will greatly reduce the chance of blowing out the trailer lights.

Hand Winch

Never overload your winch, use it only for the application it has been supplied for on normal ramp conditions.

When you finish with the trailer remember to check that the winch strap or wire is dry to avoid rusting on the winch drum. Oil the winch shafts, bushes and gears periodically when needed.

Fitting Boats to the Trailers

The boat should sit hard on all keel rollers. Galvanised parts should not be touching any part of the hull and the side Teflon skid pads should be positioned as far out from the keel as possible then to be adjusted up firm against the hull of the boat.

If your boat doesn't come up straight after trailer adjustment and all skid pads and roller measurements are correct, then check that the boat sits horizontal in the water. Even a very slight lean will bring the boat up to one side. Move fuel tanks, fishing gear etc to bring the hull horizontal to the water.

The boat should be fastened to the trailer by a cable or strap from the bow eye to the winch, plus a safety chain or cable from the bow eye to the winch stand or trailer tongue. The stern of the boat should be tied down to the trailer.

The boat transom-to-trailer tie down straps and winch lines are designed for normal towing conditions on paved roadways and moderately rough secondary roads (at slow speeds only). We recommend the use of additional straps or rope tie downs for securing the boat to the trailer, particularly for longer trips or whenever you expect to encounter rough roads. The use of a motor support bracket is also recommended.

TRAILERING TIPS

Remember to close all hatches and doors in the boat before trailering. Store all loose equipment, so it cannot slide, fall or blow out. Ensure the canopy/bimini is down and secure and that all seating inside the boat is also secured. It is possible for seats to move while travelling – ensure all seats are strapped down and securely fastened.

Do not use your boat as a trailer. Do not carry excess weight in the boat while trailering or travelling on the water.

When reversing, engage the reverse lock on the trailer hitch. This will lock on the trailer hitch and stop the trailer brakes operating when reversing. Remember to disengage the lock when the reversing operations are complete.

Too much or too little tongue weight will cause difficult steering and tow vehicle sway. Generally 5% to 10% of the boat and trailer weight should rest on the tongue.

NAUTICAL TERMS

Abeam – A relative bearing at right angles to the centerline of the boat's keel.

Aboard – On or in a vessel.

Aft – Towards the stern (of the vessel).

Aground – Resting on or touching the ground or bottom.

Ashore – On the beach, shore or land.

Astern – towards the stern (rear) of a vessel.

Beam – The width of a vessel at the widest point.

Bearing – The horizontal direction of a line of sight between two objects on the surface of the earth.

Bilge – The compartment at the bottom of the hull of a boat.

Bimini top – Open-front canvas top for the cockpit of a boat, usually supported by a metal frame.

Bollard – A substantial vertical pillar to which lines may be made fast.

Bow – The front of a boat.

Bulkhead – An upright wall within the hull of a boat.

Buoy – A floating object of defined shape and color, which is anchored at a given position and serves as an aid to navigation.

Cabin – an enclosed room on a deck or flat.

Chine – A line formed where the sides of a boat meet the bottom. Soft chine is when the two sides join at a shallow angle, and hard chine is when they join at a steep angle.

Cleat – A stationary device used to secure a rope aboard a vessel.

Cuddy – A small cabin in a boat.

Displacement – The weight of water displaced by the immersed volume of a boat's hull.

Draft or draught – The depth of a boat's keel below the waterline.

Fathom – A unit of length equal to 6 feet (1.8 m), roughly measured as the distance between a man's outstretched hands. Particularly used to measure depth.

Fender – An air or foam filled bumper used in boating to keep boats from banging into docks or each other.

Fixed propeller – A propeller mounted on a rigid shaft protruding from the hull of a vessel, usually driven by an inboard motor; steering must be done using a rudder.

Freeboard – The height of a boat's hull (excluding superstructure) above the waterline. The vertical distance from the current waterline to the lowest point on the highest continuous watertight deck. This usually varies from one part to another.

Gunwale – Upper edge of the hull.

Hatchway, hatch – A covered opening in a boat's deck through which cargo can be loaded or access made to a lower deck; the cover to the opening is called a hatch.

Head – The toilet or latrine of a vessel, which in sailing boats projected from the bows

Helm – the wheel and/or wheelhouse area.

Hitch – A knot used to tie a rope or line to a fixed object. Also see bend.

Hull – The shell and framework of the basic flotation-oriented part of a boat.

Keel – The central structural basis of the hull

Knot – A unit of speed: 1 nautical mile (1.8520 km; 1.1508 mi) per hour.

Lanyard – A rope that ties something off.

Lee side – The side of a boat sheltered from the wind

Length overall, LOA – the length of a boat.

Moor – to attach a boat to a mooring buoy or post.

Outboard motor – A motor mounted externally on the transom of a small boat.

Port – Towards the left-hand side of the boat facing forward. Denoted with a red light at night.

Porthole or port – an opening in a boat's side, esp. a round one for admitting light and air, fitted with thick glass and, often, a hinged metal cover, a window

Running gear – The propellers, shafts, struts and related parts of a motorboat.

Stanchion – vertical post near a deck's edge that supports life-lines.

Starboard – Towards the right-hand side of a vessel facing forward. Denoted with a green light at night.

Stern – The rear part of a boat.

Sterndrive – A propeller drive system similar to the lower part of an outboard motor extending below the hull of a larger power boat or yacht, but driven by an engine mounted within the hull.

Transom – a more or less flat surface across the stern of a vessel. Dinghies tend to have almost vertical transoms, whereas yachts' transoms may be raked forward or aft.

Trim – Relationship of boat's hull to waterline.

V-hull – The shape of a boat or boat in which the contours of the hull come in a straight line to the keel.

Wake – Turbulence behind a vessel.

Wash – The waves created by a vessel. Not to be confused with wake.

Windward – In the direction that the wind is coming from.

Yaw – A vessel's rotational motion about the vertical axis, causing the fore and aft ends to swing from side to side repetitively.

PLATE BOAT WARRANTY

SEAJAY GROUP PTY LTD ACN 141 380 29

This document states terms of the Warranty given by the Company in respect of products manufactured by it.

1. Interpretation

In this document:-

1.1 "the Company" means SEAJAY GROUP PTY LTD ACN 141 380 29

1.2 "The Purchaser" means the original person or entity of any boat sold through SeaJay Boats.

1.3 "Boat" means any aluminium boat or accessory which is manufactured by the Company.

1.4 "Warranty Period" means a period of five years (60 months) on the Hull structure (waterline down) from the date of delivery to the ORIGINAL purchaser.

2. Warranty

2.1 The Company warrants to the Purchaser that:-

2.1.1 The quality of the materials used in the construction of the boat are in accordance with, or above, the standard usual in the aluminium boat building industry; and

2.1.2 The boat will remain free of defects during the warranty period.

3. Works under Warranty

3.1 To obtain the benefit of the warranty the Purchaser must return the boat to the place of purchase.

3.2 Warranty does not cover any consequential expenses beyond the warranty repair itself. Eg. Freighting

3.3 SeaJay Boats shall not be liable for consequential loss of any kind arising out of the supply or operation of the Boat.

4. Exclusions

4.1 The warranty will not cover any defect or damage caused by:-

4.1.1 Operating outside design limitations:

4.1.2 Misuse, abuse or negligence

4.1.3 Normal Wear and Tear

4.1.4 Use of a motor which has more power or weight than is recommended on the compliance plate attached to the Boat.

4.1.5 Improper Trailer fitup. Eg. Incorrect tie down of Boat to Trailer, the use of multi roller Trailers, no Engine support bracket and off road use.

4.2 Paint is not warranted against the effects of oxidization, wear and tear, electrolysis or damage caused by fuel and dissimilar metals. This also includes normal oxidization around unsealed edges and fittings.

4.3 Factory fitted parts, fittings or extras are subject to a 1 year (12 month) limited warranty only. Such items include:- Carpet, Upholstery, Pre-Rigging and Windscreens (including console screens) etc, etc.

4.4 Any alterations / modifications to the Boat once it has left the factory will void any/all remaining warranty.

4.5 Superstructure will be limited to a 1 year (12 month) warranty. Eg. Hardtops, Alloy Canopies, Seat Boxes or anything welded / fitted to the Hull Structure (above the waterline).

5. Commercial Use

5.1 Due to the variance in usage and conditions which may be experienced, the Purchaser must be satisfied the intended Boat is suited for commercial applications.

5.2 This Warranty does not cover any boat which has been used for a commercial purpose.

6. Exclusion of Further Warranties

6.1 Except as stated in this document, no warranty express or implied is given by the Company except any warranty which is implied by law.

PRESSED BOAT WARRANTY

SEAJAY GROUP PTY LTD ACN 141 380 298

This document states terms of the Warranty given by the Company in respect of products manufactured by it.

1. Interpretation

In this document:-

1.1 "the Company" means SEAJAY GROUP PTY LTD ACN 141 380 29

1.2 "The Purchaser" means the original person or entity of any boat sold through an authorised SeaJay Boats Dealership.

1.3 "Boat" means any aluminium boat or accessory which is manufactured by the Company.

1.4 "Warranty Period" means the period of two years (24 months) from the date of delivery to the ORIGINAL purchaser.

2. Warranty

2.1 The Company warrants to the Purchaser that:-

2.1.1 The quality of the materials used in the construction of the boat are in accordance with, or above, the standard usual in the aluminium boat building industry; and

2.1.2 The boat will remain free of defects during the warranty period.

3. Works under Warranty

3.1 To obtain the benefit of the warranty the Purchaser must return the boat to the place of purchase.

3.2 Warranty does not cover any consequential expenses beyond the warranty repair itself. Eg. Freighting

3.3 SeaJay Boats shall not be liable for consequential loss of any kind arising out of the supply or operation of the Boat.

4. Exclusions

4.1 The warranty will not cover any defect or damage caused by:-

4.1.1 Operating outside design limitations:

4.1.2 Misuse, abuse or negligence

4.1.3 Normal Wear and Tear

4.1.4 Use of a motor which has more power or weight than is recommended on the compliance plate attached to the Boat.

4.1.5 Improper Trailer fitup. Eg. Incorrect tie down of Boat to Trailer, the use of multi roller Trailers, no Engine support bracket and off road use.

4.2 Paint is not warranted against the effects of oxidization, wear and tear, electrolysis or damage caused by fuel and dissimilar metals. This also includes normal oxidization around unsealed edges and fittings.

4.3 Carpet, Timber Floors , Upholstery and Windscreens (including console screens) are limited to a 12 month warranty only.

4.4 Any alterations / modifications to the Boat once it has left the factory will void any/all remaining warranty.

5. Commercial Use

5.1 Due to the variance in usage and conditions which may be experienced, the Purchaser must be satisfied the intended Boat is suited for commercial applications.

5.2 This Warranty does not cover any boat which has been used for a commercial purpose.

6. Exclusion of Further Warranties

6.1 Except as stated in this document, no warranty express or implied is given by the Company except any warranty which is implied by law.

For more information, contact your authorised Sea Jay Boats dealer

SEA JAY

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